

the public an opportunity to inspect the information relevant to the application, including the applicant's safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level of safety that would be achieved absent such exemption, pursuant to the standard set forth 49 U.S.C. 31315(b)(1). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision from which the applicant will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)). FMCSA grants medical exemptions from the FMCSRs for a 2-year period to align with the maximum duration of a driver's medical certification.

III. Background

The physical qualification standard for drivers regarding seizures and loss of consciousness provides that a person is physically qualified to drive a CMV if that person has "no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause the loss of consciousness or any loss of ability to control" a CMV (49 CFR 391.41(b)(8)). To assist in applying this standard, FMCSA publishes guidance for medical examiners (ME) in the form of medical advisory criteria in Appendix A to 49 CFR part 391.¹ In 2007, FMCSA published recommendations from a Medical Expert Panel (MEP) that FMCSA tasked to review the existing seizure disorder guidelines for MEs.² The MEP performed a comprehensive, systematic literature review, including evidence available at the time. The MEP issued recommended criteria to evaluate whether an individual with a history of epilepsy, a single unprovoked seizure, or a provoked seizure should be allowed to drive a CMV.

¹ Appendix A to Part 391, Title 49, available at <https://www.ecfr.gov/current/title-49/part-391/appendix-Appendix A to Part 391>.

² "Expert Panel Recommendations, Seizure Disorders and Commercial Motor Vehicle Driver Safety," Medical Expert Panel (Oct. 15, 2007), available at <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2020-04/Seizure-Disorders-MEP-Recommendations-v2-prot%2010152007.pdf>.

On January 15, 2013, FMCSA began granting exemptions, on a case-by-case basis, to individual drivers from the physical qualification standard regarding seizures and loss of consciousness in 49 CFR 391.41(b)(8) (78 FR 3069). The Agency considers the medical advisory criteria, the 2007 MEP recommendations, any public comments received, and each individual's medical information and driving record in deciding whether to grant the exemption.

The four individuals listed in this notice have requested an exemption from the epilepsy and seizure disorders prohibition in 49 CFR 391.41(b)(8). Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

IV. Qualifications of Applicants

Monte Fischer

Monte Fischer is a 52-year-old class A commercial driver license (CDL) holder in North Dakota. He has a history of seizure disorder and has been seizure free since March 2020. He takes an anti-seizure medication with the dosage and frequency remaining the same since August 2025. His physician states that they are supportive of him receiving an exemption.

Craig Hughes

Craig Hughes is a 55-year-old class A CDL holder in New Jersey. He has a history of seizure disorder and has been seizure free since May 25, 2025. He takes an anti-seizure medication with the dosage and frequency remaining the same since January 29, 2026. His physician states that they are supportive of him receiving an exemption.

Eric Nguyen

Eric Nguyen is a 24-year-old class C license holder in California. He has a history of provoked seizures and has been seizure free since October 30, 2020. He does not take anti-seizure medication. His physician states that they are supportive of him receiving an exemption.

Brandon Trusdell

Brandon Trusdell is a 32-year-old class D license holder in Alabama. He has a history of epilepsy and has been seizure free since October 2024. He takes an anti-seizure medication with the dosage and frequency remaining the same since January 3, 2024. His physician states that they are supportive of him receiving an exemption.

V. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b), FMCSA requests public comment from all interested persons on the exemption applications described in this notice. FMCSA will consider all comments received before the close of business on the closing date indicated under the **DATES** section of the notice.

Larry W. Minor,

Associate Administrator for Policy.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–1486; Notice 1]

Notice of Receipt of Petition for Decision that Nonconforming Model Year 2016 Porsche 911R Passenger Cars are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, Department of Transportation (DOT).

ACTION: Receipt of petition.

SUMMARY: This document announces the National Highway Traffic Safety Administration's (NHTSA) receipt of a petition for a decision that model year (MY) 2016 Porsche 911R, passenger cars (PCs) manufactured for sale in Europe that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSSs) are eligible for importation into the United States (U.S.) because the vehicles are substantially similar to vehicles that were originally manufactured for sale in the U.S. and that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the MY 2016 Porsche 911R) and are capable of being readily modified to conform to the standards. This petition provides a sample vehicle, a MY Porsche 911R (VIN: WP0ZZZ99ZGxxxxxx), which is claimed to have been originally manufactured for sale in Europe. J.K. Technologies seeks a determination for the petitioned vehicles.

DATES: The closing date for comments on the petition is October 8, 2026.

ADDRESSES: Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited in the title of this notice and may be submitted by any of the following methods:

- **Mail:** Send comments by mail addressed to the U.S. Department of

Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal Holidays.

- **Electronically:** Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493-2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail have been received, please enclose a stamped, self-addressed postcard along with the comments. Note that all comments received will be posted without change to <https://www.regulations.gov/>, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the full extent possible.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at <https://www.regulations.gov/> by following the online instructions for accessing the dockets. The docket ID number for this petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** (FR) notice published on April 11, 2000, (65 FR 19477-78).

FOR FURTHER INFORMATION CONTACT:

Robert Mazurowski, Office of Vehicle Safety Compliance, NHTSA
Robert.Mazurowski@dot.gov (202-366-1012).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the U.S. unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the U.S., certified under 49 U.S.C. 30115, and of the same MY as the model of the motor vehicle it is being compared to, and is capable of being readily altered to conform to all applicable FMVSSs.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice of each petition that it receives in the **Federal Register** and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Technologies, LLC (the petitioner), Registered Importer R-90-006, of Baltimore, Maryland, has petitioned NHTSA to decide whether nonconforming MY 2016 Porsche 911R PCs are eligible for importation into the United States. J.K. Technologies in this petition provides a sample vehicle, a MY 2016 Porsche 911R (VIN: WP0ZZZ99ZGxxxxxx), which is claimed to have been originally manufactured for sale in Europe. J.K. Technologies seeks a determination for the petitioned vehicles. The petitioner believes that the MY 2016 Porsche 911R PCs sold in the U.S. and certified by their manufacturer as conforming to all applicable FMVSSs are substantially similar to the petitioned vehicles. In addition, the petitioner believes that the petitioned vehicles are identical to the MY 2016 Porsche 911R PCs which are already on the list of eligible vehicles, and that they use the same exact parts lists previously submitted and approved by NHTSA.

The petitioner claims that it compared the non-U.S. certified MY 2016 Porsche 911R vehicle to its U.S. certified counterparts and found the vehicle to be substantially similar as it relates to compliance with most FMVSSs.

The petitioner submitted information with its petition intended to demonstrate that non-U.S. certified MY 2016 Porsche 911R PCs from Europe or Mexico conform to many applicable

FMVSSs in the same manner as their U.S.-certified counterparts or are capable of being readily altered to conform to those standards. The petitioner asserts that many of the concerned parts have the same part numbers as their U.S.-certified counterparts, and that any areas requiring modification will use parts supplied by the original equipment manufacturer (OEM). J.K. Technologies stated that the modifications to the petition vehicles do not concern the basic structure, and only involve the substitution of removable and available parts. Specifically, the petitioner claims that the non-U.S. certified MY 2016 Porsche 911R PC vehicles:

(1) Originally manufactured for sale in Europe;

(i) Conform to the following FMVSSs: FMVSS Nos. 102, *Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect*, 103, *Windshield Defrosting and Defogging Systems*, 104, *Windshield Wiping and Washing Systems*, 106, *Brake Hoses*, 113, *Hood Latch System*, 114, *Theft Protection and Rollaway Prevention*, 116, *Motor Vehicle Brake Fluids*, 118, *Power-Operated Window, Partition, and Roof Panel System*, 124, *Accelerator Control Systems*, 126, *Electronic Stability Control Systems*, 135, *Light Vehicle Brake Systems*, 138, *Tire Pressure Monitoring Systems*, 139, *New Pneumatic Radial Tires for Light Vehicles*, 202, *Head Restraints; Applicable at the Manufacturers Option until September 1, 2009*, 203 (N.A.), *Impact Protection for the Driver from the Steering Control System*, 204, *Steering Control Rearward Displacement*, 205, *Glazing Materials*, 206, *Door Locks and Door Retention Components*, 207, *Seating Systems*, 209, *Seat Belt Assemblies*, 210, *Seat Belt Assembly Anchorages*, 212, *Windshield Mounting*, 213 (N.A.), *Child Restraint Systems*, 214, *Side Impact Protection*, 216, *Roof Crush Resistance; Applicable unless a Vehicle is Certified to § 571.216a*, 219, *Windshield Zone Intrusion*, 225 (N.A. convertible), *Child Restraint Anchorage Systems*, 302, *Flammability of Interior Materials*, and 401 (N.A.), *Interior Trunk Release*;

(ii) Do not conform to the following FMVSSs: FMVSS Nos. 101, *Controls and Displays*, 108, *Lamps, Reflective Devices and Associated Equipment*, 110, *Tires, Rims, and Tire Information Labels*, 111, *Rear Visibility*, 201, *Interior Occupant Protection*, 205, *Glazing Materials*, 209, *Seat Belt Assemblies* 301, *Fuel system integrity* 49 CFR part 565, *Vehicle Identification Number (VIN) Requirements*, 567, *Certification*, 575,

Consumer Information, and 581, Bumper Standard.

The petitioner contends that the non-U.S. certified MY 2016 Porsche 911R vehicles not-conforming to FMVSSs are capable of being readily modified to meet the following FMVSSs, in the manner indicated:

- FMVSS No. 101, *Controls and Displays*:

Replacement of Instrument Cluster: 991-641-215-01 and programming of the Instrument Cluster and Gateway Module are required to bring these systems into compliance with FMVSS.

- FMVSS No. 108, *Lamps, Reflective Devices and Associated Equipment*:

The following modifications must be made to the European specification model, to fully meet this FMVSS: The wiring harness for the USA side marker lights is standard but not active in the Porsche 911R. Replacement of the following parts and programming is necessary to activate the USA lighting programs systems.

Headlight LH: 991-631-997-50, Headlight RH: 991-631-998-50, Taillamp RH: 991-631-145-84, Taillamp LH: 991-631-145-83, Front Side Marker Lamp: 991-631-257-05, Front Side Marker Lamp: 991-631-258-05.

- FMVSS No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 pounds) or Less*:

The European specification model requires the tire placard to be installed to meet this FMVSS. The tire/rim label is available to meet the new regulations.

- FMVSS No. 111, *Rear Mirrors*:

The European specification model drivers inside rearview mirror meets this FMVSS. However, the passenger's outside rearview mirror must be changed to the U.S. companion model part to meet this FMVSS. Passenger's Outside Rearview mirror: 991-731-048-01.

The sample vehicle, a MY 2016 Porsche 911R (VIN: WP0ZZZ99ZGxxxxxx), which is claimed to have been originally manufactured for sale in Europe, was fitted with the U.S. specification Passenger's Rearview Mirror—991-731-048-01 to be brought into compliance with this FMVSS.

- FMVSS No. 201, *Occupant Protection in Interior Impact*:

The following parts need to be changed to bring the European specification model into compliance with this FMVSS.

The sample vehicle, a MY 2016 Porsche 911R (VIN:

WP0ZZZ99ZGxxxxxx), which is claimed to have been originally manufactured for sale in Europe, was fitted with the U.S. specification *Driver's Sun Visor*: 991-731-981-09, *Passenger's Sun Visor*: 991-731-982-09 from the factory, and is already in compliance with this FMVSS.

- FMVSS No. 208, *Occupant Crash Protection*:

The following parts need to be changed to bring the European specification model into compliance with this FMVSS:

Passenger Seat Occupant Detection Repair Kit: 918-618-945-01.

Passenger Bucket Seat Repair Kit: 918-521-904-03.

Airbag Control Unit: 991-618-201-08.

Passenger's Seat Wiring Harness: 991-622-785-01.

Driver's Seat Wiring Harness: 991-622-786-01.

Both Driver's and Passenger's Seat Position Sensors: 9P1-898-070.

Passenger Seatbelt Buckle: 991-803-184-07.

Passenger's Side Knee Airbag: 991-803-061-00, with 2 Hexagon Head Bolts: 999-919 278-01.

Driver's Side Knee Airbag: 991-803-061-00, with 2 Hexagon Head Bolts: 999-919-278-.

Overhead Dome Light Module: 991-613-224-10.

Dashboard Wiring Harness: 991-612-902-00.

Body Wiring Harness: 991-612-901-00.

- FMVSS No. 301, *Fuel System Integrity*:

Parts of these systems, which include the ORVR (On board Refueling Vapor Recovery) systems, must be replaced and programming of the Engine Control Module to bring into compliance with FMVSS 301.

The sample vehicle, a MY 2016 Porsche 911R (VIN: WP0ZZZ99ZGxxxxxx), which is claimed to have been originally manufactured for sale in Europe, *Fuel Tank Filler Neck*: 991-201-044-13, *Activated Charcoal Canister*: 991-201-225-93, DMTL.

Pressure Switch: 991-606-621-07, *Breather Vapor Line*: 991-201-251-06, *DME, Engine Control, Module*: 991-618-603-00.

- 49 CFR part 565 *Vehicle Identification Number (VIN) Requirements* and Part 567 *Certification*:

A VIN plate must be added to both European and Mexican specifications models near the left windshield post and a reference and certification label must be added in the left front door post area to meet these regulations.

- 49 CFR part 575 *Consumer Information*:

Owner's manual and all other information manuals must be replaced with the OEM Manuals for both the European and Mexican specification models. Owner's Manual—86075400, Quick Reference Guide—86076100.

- 49 CFR 581 *Bumper Standard*:

The European specification requires the front and rear bumpers to be modified or changed to meet this FMVSS. Front Bumper—86235610, Rear Bumper—86320810.

The sample vehicle, a MY 2016 Porsche 911R (VIN: WP0ZZZ99ZGxxxxxx), which is claimed to have been originally manufactured for sale in Europe, was fitted with the U.S. Rear Bumper—991-505-141-91 from the factory and is already in compliance with this regulation.

(Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation of authority at 49 CFR 1.95 and 501.8.)

Otto G. Matheke III,

Director, Office of Vehicle Safety Compliance.

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DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Supervisory Guidance: Supervisory Review Process of Capital Adequacy (Pillar 2) Related to the Implementation of the Basel II Advanced Capital Framework

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA). In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The OCC is soliciting comment concerning the renewal of its information collection titled, "Supervisory Guidance: Supervisory Review Process of Capital Adequacy (Pillar 2) Related to the